

UNIT 378

MILLERTON LAKE STATE RECREATION AREA

GENERAL PLAN AMENDMENT

April 1983

MILLERTON LAKE STATE RECREATION AREA

April 1983 Amendment



State of California — The Resources Agency
DEPARTMENT OF PARKS & RECREATION

GENERAL PLAN

December 1979

DEPARTMENT OF PARKS AND RECREATION

STATE PARK AND RECREATION COMMISSION

P. O. BOX 2390, SACRAMENTO 95811



Resolution 27-83
adopted by the
CALIFORNIA PARK AND RECREATION COMMISSION
at its regular meeting in Fresno, California
On April 8, 1983

WHEREAS, the General Plan for the state park unit should reflect the long-range development potential of the unit, in conformance with the protection of its natural and cultural resources; and

WHEREAS, studies show that Millerton Lake can accommodate additional boating activities; and

WHEREAS, studies show that additional boating facilities could be accommodated at several locations at Millerton Lake; and

WHEREAS, the General Plan indicated that the Winchell Cove Marina is already developed to its maximum capacity; and

WHEREAS, further study of Winchell Cove has determined that additional boat mooring capacity is feasible based on development of additional vehicle parking to support additional slips;

NOW, THEREFORE, BE IT RESOLVED that the State Park and Recreation Commission approves the Department of Parks and Recreation's amendment to the approved Millerton Lake State Recreation Area General Plan to allow the development of additional boating facilities as described in the amendment and subject to the conditions set forth in the text of the amendment; and

WHEREAS, the Commission desires equal and fair treatment of all concession patrons and renters and prospective renters of marina facilities;

NOW, THEREFORE, BE IT RESOLVED that with the addition of any boat storage facilities at Millerton Lake, the Department will make arrangements with the concessionaire or concessionaires to obtain a biannual status of marina operation to include the names, addresses, and phone numbers of all slip renters and of people on any waiting list for storage of boats at the lake.

FURTHER, the Commission requests that the Department report to the Commission the findings of the study on the wintering of the Bald Eagles and further operational and financial impacts before any marina is considered at South Fingold.

IV. TEXT ADDENDUM TO IMPLEMENT AMENDMENT

To implement an amendment to the General Plan, allowing boating facilities, the following changes are necessary in the General Plan text:

On page 1, in the SUMMARY, under "Significant proposals for recreation," the following should be inserted to become paragraphs 4 and 5:

"...Provisions for a marina and/or dry boat storage at the Hillis Cove area on the north shore, for a marina and/or dry boat storage at the South Finegold Area on the south shore, and for expansion of the existing marina on the south shore."

"...Expanded picnic areas on the south and north shores." (This is not a new concept, but is a correction of an oversight in the original summary).

On page 43, in paragraph 3, the numbers should be changed so that sentences 2 and 3 read: "During the high recreation use season, the lake level usually varies from 575' to 490'. Corresponding water surfaces are from 4938 acres to 2710 acres." (The approved General Plan described lake level during high recreation use season as 525' to 475'; the revision is based on a more detailed study, using data gathered over a period of 16 years; with higher lake levels, larger water surfaces are also created.)

On page 43 of the approved General Plan, paragraph 4 deals with boating density at Millerton Lake. Boating density is calculated by dividing acres of lake surface by active boats. The use of a new figure for lake surface for the boating season, as noted in above revision of paragraph 3, affects the boating density figure. A new figure for active boats should also be used, since prior calculations treated the number of boats launched during a day as the number of boats on the water at a given time. This failed to recognize that some of the boaters who arrive early in the day depart before late arrivals get to the lake. When the concentration of boats is heaviest, the number of boats at the lake at one time would be about 60% of the total launched throughout the day. The revision of paragraph 4 also reflects an update on data on launching at the lake.

On page 43, paragraph 4 should therefore be replaced with:

"...Studying data from 1979 through 1982, staff found one day with launchings in excess of the 1965 boats given in the General Plan as the peak launching day. On May 19, 1979, 2196 boats were launched, according to daily log sheets. On that day, there would have been about 1,318 boats at the lake at peak hours (60% of 2,196). About 439 would be "active" (a third of 1,318). The other two-thirds of the 1,318 would be idle, beached, or anchored for fishing, sunbathing, picnicking, etc. This 1/3, 2/3 breakdown is based on aerial photography and supported by estimates from staff at the lake. Relating that peak level of 439 active boats to water surface available during the heavy use season, the figures show that the density would be from 11.5 acres per boat to 6.2 acres per boat, depending on how large the lake is. Boating activity is generally well below that one-time peak level of activity, and the amount of water area per boat is generally well in excess of 12 acres per boat."

On page 43, replace paragraph 5 with:

"...Peak use, as reflected by boat counts, was 2,196 on May 19, 1979. High use days are most likely to occur from early March to early August, usually on weekends or holidays. Prior to March, cool weather and low lake elevations combine to discourage boating. In early July, the lake starts dropping and boating use drops. Labor Day weekend tends to have high usage for that time of year, like 482 boats launched in 1979 and 431 in 1980. However, the boat counts in March through August include figures exceeding the Labor Day weekend counts."

On page 43, replace third and fourth sentences of paragraph 6 with:

"...The present parking facilities will allow about 800 boats on the water at a given moment, when parking for boat launching is limited by high lake level. More than 800 boats can be accommodated when the lake drops, making more parking available."

On page 50, under Boating Facilities, paragraph 2 should be deleted and the following ten paragraphs inserted:

"...Expansion of the existing marina at Winchell Cove was studied during preparation of the General Plan and was not recommended because of topographic limitations. One limitation was the scarcity of land available for parking and other marina needs when the lake is at high level. Above high lake level, at Winchell Cove, there is now only parking available for about 136 vehicles, 86 in paved parking areas, about 50 more in unpaved, undefined areas. In preparation of the General Plan, the Department recognized that additional area for parking could be established above high lake level, by raising the grade of areas near the shoreline that are under water at high lake level. This was not regarded as potential parking for marina expansion, but as an opportunity to relieve an existing parking deficiency, since the General Plan called for 250 parking spaces to be provided for 500 existing boat slips."

"The requirement of parking for 250 vehicles was based on providing one parking space for every two slips. This is a standard that has been used at other marinas. However, an on-site survey of parking at Winchell Cove, throughout the summer of 1981, showed that for every boat out of its slip and on the lake, 1.5 parking spaces were used. On heavy use days, about 20% of the boats would be out of the slips and on the lake. (At times, some of the boats from the marina are in use at other lakes). If 20% of the marina's capacity (500 boats) were on the lake, parking would be required for 150 vehicles. Field staff also advised that available land does meet parking needs when heavy marina use occurs at the same time as high lake level. Since existing areas above high lake level meet the needs of the existing marina, additional area which can be established above high lake level, through grading, can be used to meet the needs of a larger marina. A zone next to the shore that would lend itself most readily to this grading would accommodate about 75 vehicles, which, if added to the existing 136 vehicle capability, would provide for the parking needs of a marina of about 700 slips. The fill material to raise the level of areas would be obtained by excavation from areas below high lake level so that there would be no net loss of water storage capacity as a result of grading. The marina should not be expanded without provisions for adequate parking."

"When the lake is at lower elevations, floating facilities are moved to follow the receding waters of the lake and marina users park vehicles on land that is exposed as the lake drops. The parking can "follow" the docks until they are positioned next to shoreline that is too steep for parking. When the existing marina is at low lake level, it is a walk of about 500' along the shoreline to reach the furthest docks from the parking nearest them. People using other parking spaces will have further to walk, but generally there are not many vehicles parked at the marina, so the distance to the furthest docks would usually not be much greater from any of the parking areas. The lake is less attractive when it is at low elevations, so peak marina use and peak parking demand does not occur when the lake is at its low levels."

"If slips were added to the marina, the floating facilities would extend further, and the distance from low water parking areas to the furthest slips would be increased. This longer walk to some of the slips would be an inconvenience, especially for boaters carrying gear. For the boater who wants a slip, but because of limited supply does not have one, the longer walk would not be a barrier to marina expansion."

"Another concern is for safe trail access across steep slopes. This is a problem that has not been dealt with at the existing marina and would be a larger problem if the marina were extended, since the extension at low lake level would be beside the steep slopes. A floating boardwalk, adjacent to steep slopes, may be one solution for access to docks. The marina should not be expanded without provisions for safe access."

"The position of Winchell Cove's floating facilities at low lake level is also a concern in terms of exposure to winds. With marina expansion, there would be added risk if floating facilities were exposed to damaging winds because of their extension into open waters. As the lake drops, the marina is moved toward the main body of the lake to keep facilities afloat. At low lake elevations, there are lands exposed by the receding lake that extend the zone of protected water in the same direction that the marina must be moved to be kept afloat; detailed studies would be necessary to determine the exact elevation at which the least area of sheltered water is available."

"The greatest potential for wind damage to floating facilities occurs when storm winds sweep across open water, building large waves. The stronger the winds, and the greater the distance they can work across open water, the greater the potential is for damage to facilities."

"The strongest winds at the lake are the Mono winds, which come generally out of the northeast. Winchell Bay is well protected, being open to the lake on only the north end of the bay. At times of low lake levels, about 700 slips could be placed in Winchell Bay with good protection from Mono winds. The General Plan does not reflect in-depth study of protected zones. A developer of new floating facilities should make an independent assessment of the protected zone."

"On-site observations may indicate that the marina could be extended further toward the lake without receiving punishment from the Mono winds, allowing for more than 700 slips. It is also possible that floating facilities could be engineered to take the Mono winds or that a breakwater could be installed for protection of some larger number of slips. However, 700 slips is at least a good intermediate limit because of other site development factors. Existing

high lake level parking capacity, and the additional area that can be readily developed through grading to establish parking above high lake level, will not accommodate much more than 700 slips; so the cost per parking space will go up sharply if parking for many more than 700 slips is developed. Also, the west side of the bay is lined with large boulders in the area where an enlarged marina would be located at low lake level. The large boulders and irregular shoreline mean that docks could not be pulled close to the shore, but would have to be offshore and reached by long gangplanks. Those rocky slopes would also make it difficult and costly to develop foot access to the varying shoreline locations where floating facilities would be tied at various lake levels. This problem will have to be dealt with if there is any marina enlargement, and the greater the enlargement, the more difficult this problem would be."

"These various obstacles to development of a marina of more than 700 slips are not an absolute barrier to that expansion but, collectively, they point to 700 as a good checkpoint, beyond which economic feasibility lessens and there should be extra study given to the problems noted."

On page 50, under Boating Facilities, paragraph 3 should be replaced by 18 paragraphs reading:

"There would be advantages to a marina on the north shore of the lake:

1. A marina there would be closer than a south shore marina for the people of Madera and other communities north of Fresno.
2. Most of the boats stored at the lake are sailboats; a marina at the north shore would be close to the main body of the lake, the preferred area for sailboaters. This proximity can mean sail boating with less dependence on a motor. Wind conditions are less favorable for sailing to and from the existing south shore marina or the potential marina of the South Finegold Area.
3. There is conflict as sailboats move from berths at the existing marina to the open water of the lake, crossing the paths of motor boats; docking sailboats at the north shore would reduce those conflicts.
4. A marina at the north shore would help make it feasible for a concessionaire to offer services and supplies there for the convenience of boaters, campers and others.
5. A second marina at the lake, not operated by a concessionaire who operates the first marina, would provide boaters with a choice of locations, a choice of facilities, and possibly a choice of prices for goods and services."

"The best candidates for a north shore marina were Squaw Cove and Hillis Cove. Squaw Cove would require considerable grading for marina development and has valuable archeological sites which would be destroyed by grading for a marina and by boating activity of a marina. As a marina site, Squaw Cove also has a disadvantage in that it is within the campground area. The day use launching that occurs presently within the campground causes the typical

conflicts that occur when day use is allowed in a campground, the potential for theft of camping gear, the usurping of sites, etc.; activities of a marina would add to the conflicts."

"The relatively flat ground near Hillis Cove which is suitable for parking and other on-land marina facilities is scarce, especially at high lake level. However, this could be overcome through acquisition of developable lands or through grading to create such lands. There are two "inholdings", private lands that are essentially within the recreation area, which are adjacent to Hillis Cove, and which have relatively flat terrain. Their acquisition, by Federal or State Government, is not programmed, but should not be ruled out. Proposals have been made by the private sector to trade those lands to the Federal Government for other considerations. Their addition to the recreation area would preclude development adverse to the recreation scene and would improve opportunities for recreation development. At least one private sector proposal for a marina at Hillis Cove has also contemplated that the marina developer would acquire or lease those lands for marina purposes."

"Grading for a marina could be planned so that earth to create flat terrain for parking and other facilities would be excavated from an area which would provide deeper water for floating facilities, reducing the need to shift docks as the lake drops. Economic feasibility of creating land through grading would depend on specific plans and on the cost of grading as related to the scope of the marina project."

"In studying the site for the General Plan Amendment, Parks and Recreation staff studied grading for expansion of developable land within the recreation area. Based on the studies, staff plans showed ample parking for a marina and showed facilities in adjacent areas for boat launching, picnicking, and swimming. Some of these activities were shown on land established above high lake level, others on gentle terrain that can be used after the lake level drops."

"Through acquisition or grading, areas suitable for dry boat storage could also be created in the recreation area adjacent to Hillis Cove."

"The land north and east of Hillis Cove protects the site from waves generated by Mono winds, which come generally out of the northeast. A marina of about 300 slips would also be protected from wave action out of the east. A larger marina would be exposed to waves if the wind comes from due east. The General Plan Amendment adopted this factor in setting a size for the marina. If a substantially larger marina is proposed, the Department should weigh the risks related to storm winds (and a new environmental assessment would be needed). Usual winter storm winds, generally moving off the Pacific from the southwest, swirl counter-clockwise, with action on the lake from southerly directions that would affect a north shore marina. Hillis Cove is not well protected against winds from the south and southeast, and floating facilities would have to be designed accordingly or with protection."

"Because of the factors discussed above, determination of economic feasibility of a Hillis Cove marina would be dependent on evaluation of a specific proposal from the private sector."

"Another potential site for marina facilities is the South Finegold Area. South Finegold is on an easterly projection of the lake. It has a paved parking area for about 50 vehicles, a comfort station and picnic facilities. The area is more removed from population centers than are most other developed parts of the recreation area. Visitor use is light there, mostly a boat-in visitation, and the facilities are not kept open because the Department cannot afford to patrol the area often and provide the maintenance required to keep the area open."

"In the 1960s, the Department thought well enough of this area to prepare plans for a major marina at the site. A small marina was installed there. It basically served people who lived nearby. There is a small subdivision in the immediate vicinity of South Finegold and there is light density residential occupancy of other lands around that part of the lake. The marina was not large enough to warrant investment in security personnel. It suffered from vandalism and was removed several years ago."

"If a marina were at the site, with enough investment and boats to warrant security staffing, the security and the presence of marina users would reduce the potential for vandalism (and it might be more feasible to reopen the day use facilities). A study of water area shows that about 250 slips could be accommodated at low lake level, the time when there would be the least water area available. A marina of this size would require parking for about 75 vehicles. The 1965 plans for this area show parking for 95 vehicles. Allocation of 75 of those spaces to a marina would leave 20 spaces for use of the picnic area, which would be satisfactory for this relatively remote area where use has been light."

"The South Finegold Area is an important habitat for various raptors. The Department of Parks and Recreation is especially concerned with any impacts that might affect the Golden Bald Eagles, raptors that use the area for hunting and fishing. The Golden Bald Eagle is listed by both State and Federal Governments as an endangered species. Boating activity is known to disturb the eagles. Power boating occurs in the lake beside the South Finegold Area, but the prime boating season does not generally encroach on the overwintering use of the lake by the eagles."

"Although power boating at the lake is relatively light during the eagles' wintering season, a marina in the South Finegold Area could significantly increase the concentration of power boating there. The Department wants to leave the door open to development of a marina in this area, but only if this can be done without adverse effect on the eagles' use of this habitat. Toward this end, a marina should be allowed at this area only if it can be demonstrated that the wintering Golden Bald Eagles will not be significantly impacted. The Department of Parks and Recreation, California Department of Fish and Game, and the U.S. Fish and Wildlife Service should conduct a joint study of the wintering Golden Bald Eagles at Millerton Lake State Recreation Area. DPR, DFG, and USFWS should then use the results of that study to determine the environmental feasibility of a marina at South Finegold. If a marina can be developed without significantly impacting the wintering Golden Bald Eagles, then and only then should the development be allowed."

The Commission, by adopting this General Plan Amendment for Millerton Lake SRA, approves the concept of a 250-slip marina at South Finegold, provided that the joint study determines marina development will not significantly impact wintering Golden Bald Eagles at Millerton Lake SRA."

"A marina at this site would at times lack winds suitable for sailing. The site is about two miles from the main body of the lake, in a river canyon, and the canyon follows a winding course. This restricts the wind, protecting South Finegold from storm winds, but making it difficult for sailboaters to get between there and the open waters of the lake without use of a motor. About 90% of the boats stored at the existing marina are sailboats, and much of the unsatisfied demand for slips is for sailboats. The lack of sailing wind may be a serious handicap to South Finegold's marina potential."

"A marina at South Finegold may be unwelcome from a local planning viewpoint. The area around South Finegold is zoned Eastside Rangeland by the county. In mid-1982, the county resisted a private sector proposal to rezone this land to a more intensive use. The rezoning was proposed as a step toward development which would have included various commercial elements, including a marina at a cove near the South Finegold Area. County plans encourage commercial developments elsewhere, such as at Millerton New Town, and commercial activity near South Finegold would weaken commercial prospects in the preferred areas. While a marina proposal within the recreation area would be a low key commercial activity, compared to what was reviewed by the county in 1982, a marina development on recreation area lands might tend to open the door to further pressure on the county for zoning changes. If demand for a marina grows, and proposals are received for a marina at South Finegold, the Department should take into consideration the concerns of the county and of people who live in the immediate vicinity of the marina area. Their interests may or may not be served by a marina."

"A drawback for a marina at this site is its distance from population centers. For visitors coming to the recreation area from the San Joaquin Valley, this site is about six miles further than the existing marina on the south shore. However, if additional slips are not provided at the existing marina or at Hillis Cove, the demand for slips may overcome the handicap of the extra driving distance to South Finegold. Because of the factors discussed above, determination of economic feasibility of a South Finegold marina would be dependent on evaluation of a specific proposal from the private sector."

"All of the potential marina and dry boat storage projects discussed in the General Plan are in locations where a marina could enhance real estate values next to the recreation area. For the owners of such real estate, a potential boating facility nearby would serve as a selling point for residential sales. Those property owners may propose to undertake boating facility developments at the recreation area to improve real estate values. Such real estate objectives could work to the advantage of the boating public at large, providing the boating facilities would be open to the general public on equal terms with the people who live near the facilities."

On page 54, the following sentence should be inserted as a new paragraph at the bottom of the page, under South Finegold Area: "This has a marina potential under circumstances described earlier in the text that amends page 50, Boating Facilities."

On page 55, as a sixth entry under recommendations for South Finegold Area, add:

"A dry boat storage area and a marina of up to 250 slips may be installed here if demand and other conditions set forth in the amendment under Boating Facilities are met."

On page 55, in the first paragraph under Winchell Bay Area, sentences 2 and 3, dealing with unimproved access, should be replaced by one sentence which says: "Access to this area is from a paved road off Millerton Road."

Paragraph 2 under Winchell Bay Area, which recommends that the marina remain at existing levels, should be replaced by: "There is a potential for marina expansion at Winchell Cove, subject to availability of protected water area, provisions for additional parking and for safe access along the shore, as previously discussed under Boating Facilities in this amended text."

Paragraph 3 under Winchell Bay, with its numbered subparagraphs 1 and 2 should be deleted; they refer to topics that are not appropriate in this Winchell Bay text.

Numbered subparagraph 3 on pages 55 and 56 should remain intact except for deletion of the number preceding the paragraph.

On page 56, under Recommendations for Winchell Bay Area, add: "Expand marina to 700 slips."

On page 57, a clarification is needed for the material presented under South Bay Area. The recommendations under this heading apply to certain areas of the South Bay Area, so the recommendation heading should read: "Grange Grove and Launching Area Recommendations."

On page 76, in the North Shore section, under CONCESSIONS, the following should be added as a second sentence: "These facilities could be provided as part of the marina or boat storage development which was discussed under Boating Facilities in the amendment."

On page 77, the first paragraph should read: "Parking for 150 vehicles should be supplied to accommodate the existing level of development at the Winchell Cove marina." The number of vehicles is stated as 250 in the approved General Plan. A second sentence should be added to the paragraph: "Present parking capacity above high water level is estimated at 136 spaces. Raising the grade of area at the high pool shoreline may be necessary to establish parking for 150 vehicles."

On page 77, the second paragraph should be deleted. In its place, insert: "If there is to be development of docks, access roads, a trailer residence, or parking areas for the marina, the plans should be approved by appropriate Department representatives before construction. Since shifting of the marina

to follow fluctuating water levels requires that the public walk across steep terrain at times, provisions for safe access to marina docks should be made."

On page 77, paragraph 3 describes a pending parking project for Winchell Cove for 50 vehicles. Sentence one should be changed to read: "A recent State project has provided an improved access road and parking for 86 vehicles at Winchell Cove."

On page 7, after paragraph 5, add this paragraph:

"The marina concessionaire plans development of a new town called Millerton to be built at the vicinity of Millerton Road and Winchell Cove Road. This new town is a part of the approved county plan. This would probably result in more traffic on the Winchell Cove Road and in commercial developments next to the road. The Department will work with the county to assure appropriate marina access is perpetuated. Residential development at Millerton would increase demand for slips at Winchell Cove."

On page 83, under IMPLEMENTATION, Priority 10 includes facilities for the South Finegold Area. A sentence should be added to the end of that paragraph: "Under conditions described in the amended Boating Facilities, a marina and dry boat storage facilities may ultimately be feasible and desirable at the South Finegold Area."

K-1229L

1. NORTH SHORE ENTRANCE AREA

Upgrade entrance kiosk and comfort station
Upgrade trail utilities
Develop drinking water facility
Develop site and road improvements
Develop landscaping
Develop day use facilities and launch ramps
Develop fishing and fishing trail

2. ROCKY POINT AREA

Upgrade 19 campsites
Upgrade sanitary facilities
Upgrade water storage and distribution system
Upgrade road and camp spurs (resurface)
Develop landscaping and irrigation
Develop short term floating boat docks

3. TANK HILL AREA

Upgrade 14 campsites
Upgrade sanitary facilities
Upgrade water storage and distribution system
Upgrade road and camp spurs (resurface)
Develop landscaping and shade areas with irrigation
Develop short term floating boat docks

4. FORT MILLER AREA

Upgrade 38 campsites
Upgrade sanitary facilities
Upgrade water storage and distribution system
Upgrade road and camp spurs (resurface)
Develop landscaping and shade areas with irrigation
Develop short term floating boat docks

5. GROUP CAMP AREA

Retain comfort station
Retain trailer sanitation station
Upgrade water system
Upgrade comfort station
Upgrade group camp center
Develop landscaping and irrigation

6. SPUR CAMP AREA

Retain comfort station
Extend drinking water
Convert campsites to day use picnic sites
Develop landscaping and shade areas with irrigation
Provide public telephone

7. MEADOW CAMP AREA

Upgrade boat launch ramp, 50 car parking area
Upgrade water storage and distribution system
Upgrade comfort station
Upgrade 23 campsites
Upgrade swim area
Develop landscaping and shade areas with irrigation

8. BUZZARD'S ROOST

Upgrade operations area paving
Develop operational conference storage facility
Develop site improvements for new staff residence
Develop landscaping and irrigation

9. FINEGOLD CREEK AREA

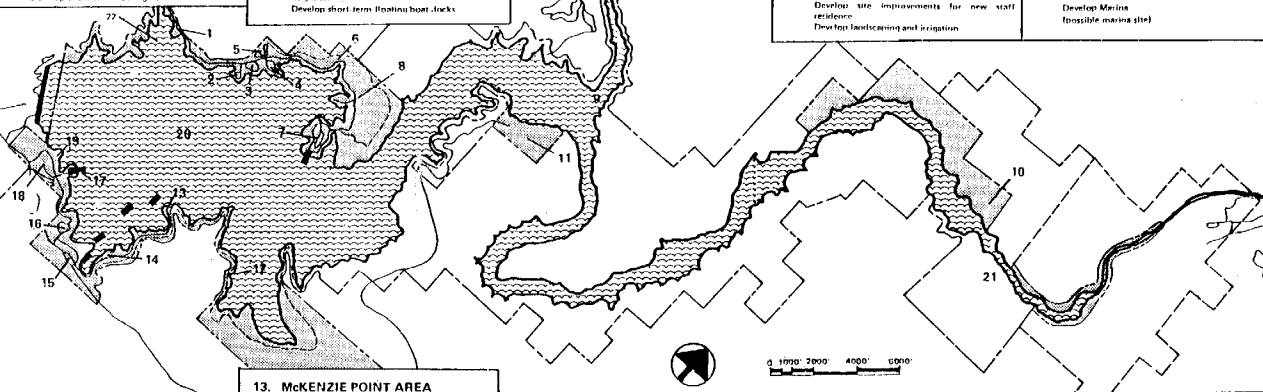
Retain on boat camping
Retain floating comfort station
Upgrade on shore comfort station
Upgrade parking area
Develop landscaping and irrigation

10. TEMPERANCE FLAT AREA

Retain 28 primitive boat in campsites
Retain trails
Upgrade sanitary facilities
Upgrade fencing
Develop additional trails and improvements

22. HILLS COVE AREA

Develop Marina
(possible marina site)



1. SOUTH FINEGOLD AREA

Retain 20 boat in picnic units
Retain swim beach area
Upgrade group picnic facility
Upgrade comfort station
Develop seasonal employee residence
Develop marina

2. WINCHELL BAY AREA

Retain trails
Retain primitive camp
Upgrade primitive camp sanitary facilities
Upgrade primitive camp service access and security fencing
Upgrade and extend marine concessions facility
Develop utilities (water, power, telephone)
Develop parking
Develop sanitary facilities
Develop security main line lighting
Improve fish habitat

13. MCKENZIE POINT AREA

Retain picnic units
Retain trails
Upgrade equestrian staging area
Upgrade/extend picnic sites
Develop sanitary facilities
Develop parking and vehicle barriers

14. SOUTH BAY AREA

Retain launch ramps and parking
Retain picnic units
Upgrade/extend water system
Develop landscaping and shade areas with irrigation
Develop Grange Grove comfort station
Develop swim beach
Develop outdoor interpretive area
Develop trail connections from Grange Grove to La Playa Area
Upgrade launch ramp parking

15. SOUTH BAY ENTRANCE AREA

Retain entrance kiosk
Remove salvage area
Upgrade entrance road
Develop park headquarters/orientation center with parking and landscaping
Develop new staff residence south of Millerton Rd

16. LA PLAYA AREA

Retain swim area
Retain 75 car parking
Upgrade sanitary facilities
Upgrade 75 picnic units
Develop additional parking
Develop additional picnic units with shade
Redefine vehicular circulation patterns

17. CROW'S NEST AREA

Retain launch ramp
Retain comfort station
Retain parking area
Retain swim area
Upgrade/extend water lines
Develop additional picnic units with shade
Develop interpretive panels at launch ramp

18. CROW'S NEST OPERATIONS AREA

Remove dump area
Remove and relocate park office
Upgrade service yard
Upgrade and develop marine operations facility
Develop screen planting
Develop overlook at existing park office site

19. MILLERTON COURTHOUSE AREA

Retain courthouse, parking, and comfort station
Develop entrance kiosk facility for peak use periods
Upgrade existing outdoor interpretive panels

20. MILLERTON LAKE

Implement boat traffic patterns
Implement boat zoning plan
Implement self-guided boat tour
Develop excursion/ferry boat service to all areas
Permit sea plane landings

21. BACK COUNTRY

Develop additional trails in conjunction with ferry boat
Assume management of Bureau of Reclamation Lands

REVIEWED	DATE
HILLS COVE AREA	12/82
LA PLAYA AREA	12/82
SOUTH FINEGOLD AREA	12/82
CHIEF	

REVIEWED	DATE
HILLS COVE AREA	12/82
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SOUTH FINEGOLD AREA	12/82
CHIEF	

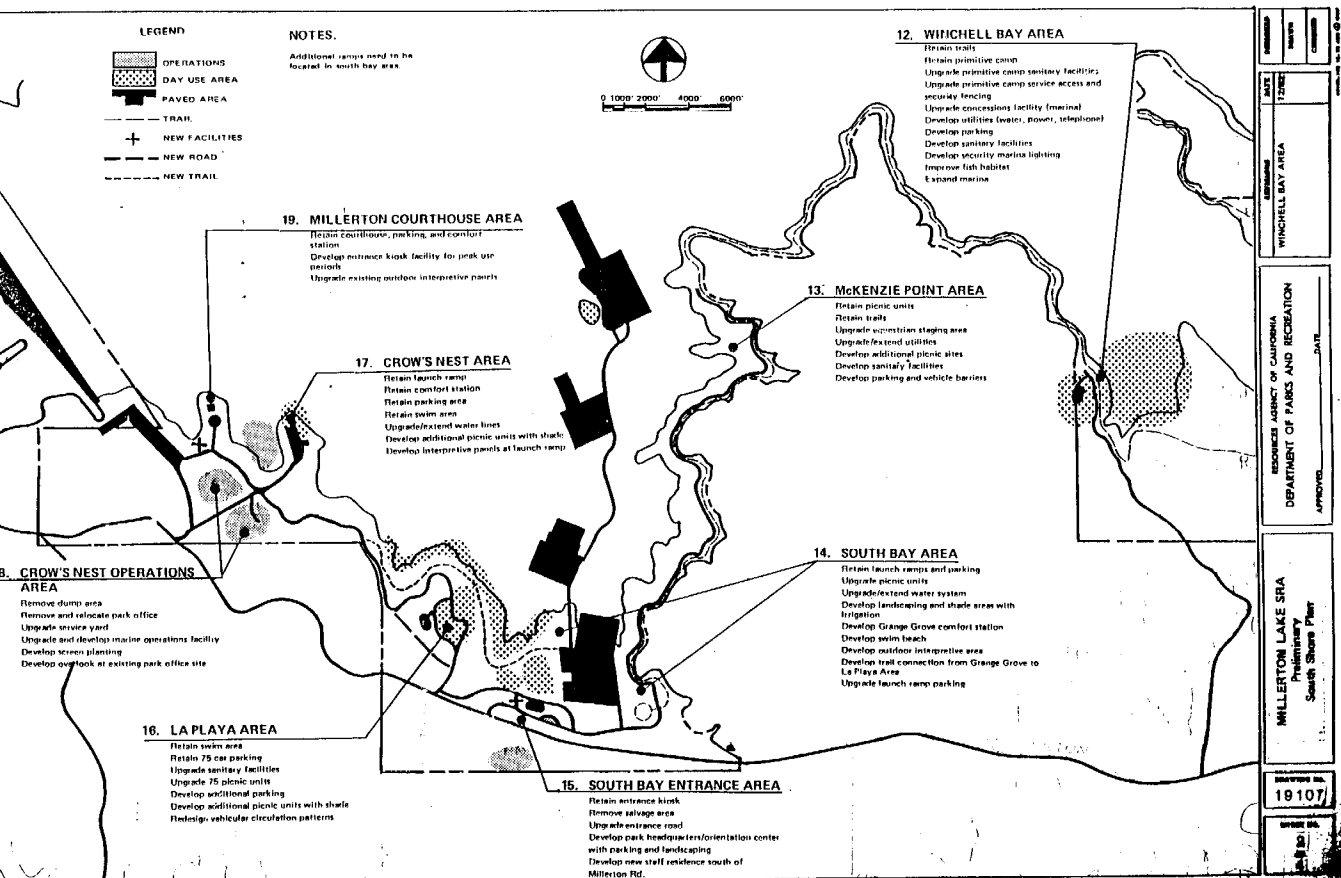
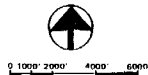
REVIEWED	DATE
HILLS COVE AREA	12/82
LA PLAYA AREA	12/82
SOUTH FINEGOLD AREA	12/82
CHIEF	

LEGEND



NOTES.

Additional ramps need to be located in south bay area.



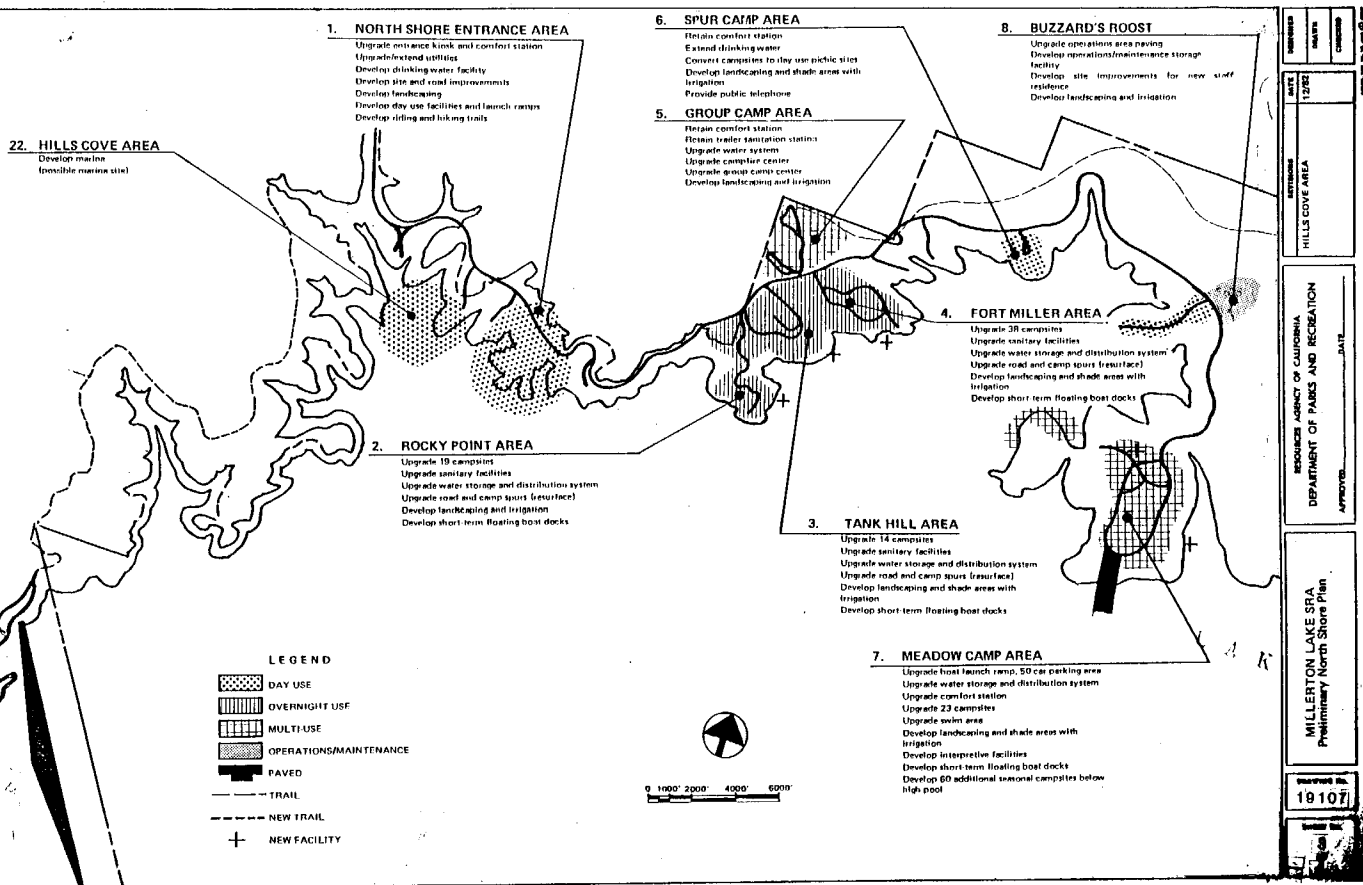
DATE	12/28/82
APPROVED	WINCHELL BAY AREA

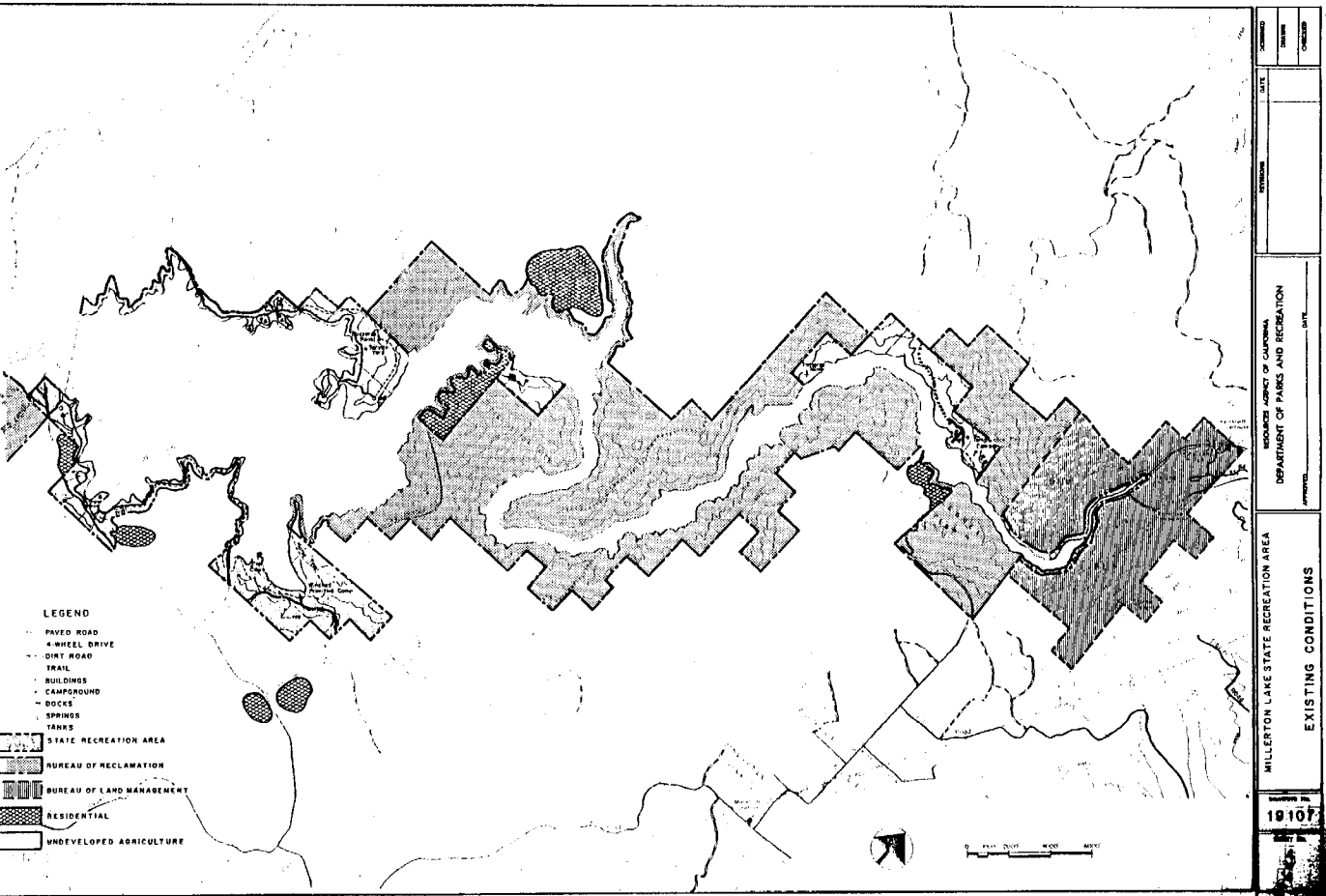
APPROVED	DATE
BUREAU OF CALIFORNIA DEPARTMENT OF PARKS AND RECREATION	

APPROVED	DATE
MILLERTON LAKE SRA Preliminary South Shore Plan	

APPROVED	DATE
18107	

APPROVED	DATE
18107	





ARTMENT OF PARKS AND RECREATION

OX 2390

AME 95811

(916) 322-7505



February 2, 1981

On February 8, 1980, the State Park and Recreation Commission approved the Millerton Lake State Recreation Area Preliminary General Plan. In the interest of economy, we are not reprinting the document; therefore, the preliminary plan can now be considered the final plan.

Enclosed are addenda containing: Park and Recreation Commission Resolution 6-80 approving the plan (with amendments); comments and responses on the plan's Environmental Impact Element; and a list of minor corrections and clarifications. If you have a copy of the plan, please attach these addenda, and replace the word "preliminary" on the cover with the word "final."

Sincerely,

Richard L. Humphrey
Project Manager

Enclosures

D-6991D



DEPARTMENT OF PARKS AND RECREATION

STATE PARK AND RECREATION COMMISSION

BOX 2390, SACRAMENTO 95811

Resolution 6-80

Resolution adopted by the
CALIFORNIA PARK AND RECREATION COMMISSION
at its regular meeting in Oildale, California
February 8, 1980

WHEREAS, the Director of the Department of Parks and Recreation has presented to this Commission for approval the proposed General Plan for Millerton Lake State Recreation Area; and

WHEREAS, this reflects the long-range development plan as to provide for the optimum use and enjoyment of the unit as well as the protection of its quality;

NOW, THEREFORE, BE IT RESOLVED that the State Park and Recreation Commission approves the Department of Parks and Recreation's General Plan for Millerton Lake State Recreation Area, preliminary dated December 1979, with the following amendments:

1. Representatives of the Department shall participate in county planning decisions and at hearings on applications for permits for private development within areas of primary interest; for example, as new development proceeds adjacent to or within the boundaries of the SRA, the Department will work with local jurisdictions towards adequate roadways and access to the recreation area.

2. The plan shall address questions of compliance with current State water quality standards, including installation of a filtration system for domestic water supply which is taken from the lake.

3. The plan shall address the issue of an appropriate sewage system as recommended in the resource element, which said system shall be installed as soon as money is available.

4. Department will actively pursue use of the proposed federal building at Friant Dam for joint administrative use and will also investigate the possible use of part of the Millerton courthouse for such purpose.

5. The plan shall include a public transportation section.

6. The plan shall include an energy use and impact section.

And such environmental changes as the Director of Parks and Recreation shall determine advisable and necessary to implement carrying out the provisions and objectives of said plan.

COMMENTS ON ENVIRONMENTAL IMPACT ELEMENT --
MILLERTON LAKE STATE RECREATION AREA



United States Department of the Interior

~~BUREAU OF RECLAMATION~~
WATER AND POWER RESOURCES SERVICE
MID-PACIFIC REGIONAL OFFICE
2800 COTTAGE WAY
SACRAMENTO, CALIFORNIA 95825

IN REPLY
REFER TO: MP-450
715.

DEC 14 1979

Mr. James M. Doyle, Supervisor
Environmental Review Section
Department of Parks and Recreation
State of California
Post Office Box 2390
Sacramento, California 95811

Dear Mr. Doyle:

We have reviewed the Draft of the Preliminary Millerton Lake State Recreation Area General Plan, which accompanied your October 25, 1979, letter. We offer the following comments.

As a result of Department of the Interior Secretarial Order, dated November 6, 1979, the U.S. Bureau of Reclamation is now referred to as the Water and Power Resources Service (Water and Power). This change is necessary throughout the text.

Page 7, last paragraph. We feel it is appropriate to mention that the construction of Friant Dam was by the Water and Power Resources Service (formerly the U.S. Bureau of Reclamation) as historical background information.

Page 22, paragraph 6. It is not clear whether a survey will be conducted within the recreation area boundaries for the rare and endangered plants mentioned. If so, it should be stated.

Page 24, paragraph 5. In listing the bald eagle as an endangered species, the U.S. Fish and Wildlife Service did not differentiate between southern and northern subspecies. Therefore, we suggest you delete the word "southern."

Page 25, paragraphs 3 and 4. Methods to be used for domestic animal and vector controls should be mentioned here.

Page 46, last paragraph. The differentiation of a "boat camper" from a "tent or recreation vehicle camper" would add clarification to this paragraph.

Page 52, paragraph 3. We suggest the last sentence would be clearer if changed to "High visitor density and overuse have also"

Page 54, last paragraph. We believe the South Pinegold Creek area should not be opened to public use, when the sanitation facilities are closed due to remoteness and vandalism.

Page 62, item a, 2nd paragraph, last sentence. Although the sentence as written is true, there is currently no agreement which would allow the State to include their interpretive functions as part of our proposed administration building. We encourage continuing the recent renegotiation of the recreation management agreement to allow this cooperative effort to take place if later deemed feasible.

Page 93, paragraph 6. Under "Impacts on Vegetation" we suggest that you estimate and indicate here how much vegetative cover you believe will be affected.

We feel you are doing an adequate job in preparing this plan and hope our comments will assist you in the final plan.

Sincerely yours,

A handwritten signature in dark ink, appearing to read "M. A. Catino". The signature is fluid and cursive, with a long horizontal stroke extending to the left.

M. A. Catino
Assistant Regional Director



DEPARTMENT OF THE ARMY
SACRAMENTO DISTRICT, CORPS OF ENGINEERS
630 CAPITOL MALL
SACRAMENTO, CALIFORNIA 95814

REPLY TO
ATTENTION OF

SPKED-W

19 November 1979

Mr. James M. Doyle, Supervisor
Environmental Review Section
Department of Parks and Recreation
State of California
P.O. Box 2390
Sacramento, California 95811

Dear Mr. Doyle:

This responds to your 25 October 1979 letter to our Mr. Fred Kindel requesting comments on your draft of the Preliminary Millerton Lake State Recreation Area General Plan.

We note that boat launching and marina facilities may be constructed. If facilities are developed which require the placement of dredged or fill material in Millerton Lake (i.e., boat ramps), a Department of the Army permit under Section 404 of the Clean Water Act (33 USC 1344) will be required.

We have no further comments at this time.

Sincerely,


GEORGE C. WEDDELL

Chief, Engineering Division

Memorandum

1. Jim Burns, Projects Coordinator
Resources Agency

Date: November 28, 1979

2. Fresno County Planning Department
4499 East Kings Canyon Road
Fresno, CA 93702

3. Madera County Planning Department
135 West Yosemite Avenue
Madera, CA 93637

: Department of Fish and Game

cc: SCE 79110901T, Draft Preliminary General Plan for Millerton Lake State
Recreation Area, Fresno and Madera Counties

We have reviewed the Draft Preliminary General Plan for Millerton Lake State Recreation Area in Madera and Fresno Counties and have the following recommendations:

Page 50, Section 2:

The Department would prefer a "voluntary" or "advised use" zoning only during peak use periods, i.e., critical use weekends, such as Labor Day or the 4th of July. Much of the year zoning would not seem necessary.

Page 50, Paragraph 4, Boating Facilities:

The Department supports the dispersed night boat fishing as outlined in this paragraph.

Page 55, Paragraph 4 - Page 49, Paragraph 3:

If large capital expenditures are used to create additional sailboating storage facilities, these should be supported by this special interest group and not be at the expense of the angling or casual user through increased access fees. The proposal to use private capital is a good suggestion.

Page 69, Paragraph 1, 2, and 3:

The Department is not opposed to the acquisition of private or public lands for Millerton Lake Recreation Area. However, we would be opposed to any land use changes that resulted in the elimination of hunting and related activities.

Page 85:

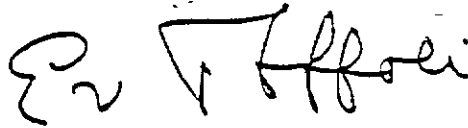
The environmental impact element is quite vague. It does not address the specific impacts of proposed new facilities (such as launching facilities on north shore or new ranger housing, etc.). It is difficult to comment on the impact description in the absence of detailed proposals and

Jim Burns, Projects Coordinator
Fresno County Planning
Madera County Planning

-2-

maps of individual developments. The general impact description and mitigation proposals are adequate but they need a lot of refinement before meaningful comment can be made.

Should you or the project sponsors have any questions, please contact George D. Nokes, Regional Manager, Region 4, 1234 East Shaw Avenue, Fresno, CA 93710, (209) 222-3761.

A handwritten signature in black ink, appearing to read "G. D. Nokes". The signature is written in a cursive, somewhat stylized font.

FOR Director

Memorandum

Management Systems Officer
State Clearinghouse

Date: November 29, 1979

File: SCH No. 79110901

DEPARTMENT OF TRANSPORTATION
District 6

This memorandum replies to SCH No. 79110901, Draft Preliminary General Plan, Millerton Lake State Recreation Area.

The proposed Millerton Lake State Recreation Area land use policy and its attendant proposals for specific recreational facility developments are designed on the basis of its limiting terrain features and financial resource constraints. It is not planned to satisfy the projected recreational demands.

The various developments proposed are not quantified in terms of the overall expected increase in visitor days; therefore, it is difficult to evaluate the plan's impact on the existing transportation system. Currently, the principal access road, Friant Road, between Willow Avenue and the town of Friant is a two-lane facility presently carrying on a summer weekend about 6700 vehicles daily. This section of Friant Road is presently operating at a C45 level of service. If traffic were to double, the level of service can be expected to be lowered to E level (capacity).

Fresno County does not plan to add extra lanes on this section of Friant Road within the foreseeable future.


J. M. McDowell
District Design Engineer

RMN/BT:DC
CC:JMM/JDH



DEPARTMENT OF HEALTH SERVICES

45 EAST SHIELDS

SACRAMENTO, CA 95827

(916) 291-6676

December 11, 1979

State Department of Parks and Recreation
P. O. Box 2390
Sacramento, CA 95811

Attention Mr. James M. Doyle

Gentlemen:

Preliminary Report - General Plan - Millerton Lake State Recreation Area

This Department was recently requested to review and comment on the above subject report by the State Clearinghouse (SCH No. 79 110901P). We were asked to provide our responses by December 3, 1979 but were unable to do so since we were not supplied with a copy of the report. A report copy has since been supplied to us by your office which we appreciate.

The State Department of Health Services, by memo dated March 29, 1978, notified the State Department of Parks and Recreation to improve the treatment of surface water from Lake Millerton used for domestic purposes at various recreational developments (existing and proposed) around Lake Millerton. These improvements were requested to achieve compliance with the California Safe Drinking Act, which requires that all surface water sources receive as a minimum filtration and reliable chlorination treatment and that the treated water be monitored daily for turbidity.

Such treatment is deemed essential by this Department to protect the public health of all persons consuming Lake Millerton water. The San Joaquin River and its tributaries are subject to sewage hazards and sewage discharges upstream of Lake Millerton. Additional sewage contamination hazards exist on the lake and around the shores of the lake. Domestic use of lake water with just simple chlorination treatment does not provide adequate public health protection to water consumers.

The above subject report outlines proposed recreational facility improvements but does not propose any specific water treatment improvements. We do not believe that recreational improvements to accommodate an even greater number of people should be pursued without first providing a safe water supply at all locations around the lake.

Listed below are lake shore facilities for which improvements are proposed. The report should describe existing water sources and existing water treatment facilities. If existing water treatment facilities are still

December 11, 1979

in non-compliance with both EPA and State Drinking Water Standards, improved treatment processes should be proposed in the report. If filtration and reliable chlorination treatment is found not to be economical, the report should propose the drilling of wells and the abandonment of all lake water intakes except for strictly irrigation use.

1. North Shore Entrance Area
2. Main North Shore Campground Area
 - a. Rocky Point Area
 - b. Tank Hill Area
 - c. Fort Miller Area
 - d. Group Camp Area
 - e. Spur Camp Area
3. Meadow Area
4. Buzzard's Roost Area
5. Finegold Creek Area
6. Temperance Flat Area
7. South Finegold Area
8. Winchell Bay Area
9. McKenzie Point Area
10. South Bay Area
11. South Bay Entrance Area
12. La Playa Area
13. Crow's Nest Area
14. Crow's Nest Operations Area
15. Millerton Courthouse Area

This office would appreciate receiving from you a letter reply outlining your Department's intention regarding exactly what water treatment improvements will be provided along with a timetable of implementation.

Sincerely,

Gunter A. Redlin
Supervising Sanitary Engineer
SANITARY ENGINEERING SECTION

GAR/jw

cc: Fresno County Health Department
Madera County Health Department



State of California
Governor's Office

Native American Heritage
Commission

December 7, 1979

Commissioners:

Ed Castillo
Calvin
Patricia E. Duran
Luisano
William J. Franklin
McWale
Jay J. Johnson
Merrill Paus
Milton M. Marks
Turco
Mabel McKay
Poma
Nedden Naylor
Palmer
Jane H. Parn
Wendell Canfield
Talbot M. Wilson
P.R.N.

Mr. James M. Doyle, Supervisor
Environmental Review Section
Department of Parks and Recreation
P.O. Box 2390
Sacramento, California 95811

Dear Mr. Doyle:

Thank you for a copy of the Draft of the Preliminary General
Plan for Millerton Lake State Recreation Area.

Members of the Local Native American community had expressed
their concern with the management plan to the Commission earlier
this year. With the renaming of certain places and with the
implementation of the management constraints and heritage safe-
guards as set forth in the Plan, it is our understanding that
these concerns will have been appropriately addressed by the
Department.

However, the Chairman and staff of the Commission further
recommend establishment of a Local Native American advisory
body to guide park personnel on heritage matters in the con-
text of subsequent day-to-day management of Millerton Lake
State Recreation Area.

Your sensitivity and response to the heritage concerns of the
Local Native American community is greatly appreciated.

Please feel free to contact us should any questions regarding
this issue arise.

Sincerely,

Victoria L. Roberts

Victoria L. Roberts
Acting Executive Secretary

VLR:CEK:js

cc: Jay J. Johnson
P.O. Box 1617
Yosemite Lodge
Yosemite National Park, California 95389

cc: (Continued)

Mr. Lewis Barnes
Table Mountain Rancheria
P.O. Box 105
Eriant, California 93626

Ms. Beverly Martinez
P.O. Box 127
Eriant, California 93626

Mr. Richard Johnson
Native American Advisory Council
Department of Parks and Recreation
1610 - 14th Street
Sanger, California 93657



PLANNING DEPARTMENT

4499 E. KINGS CANYON ROAD

FRESNO, CALIFORNIA 93702

PHONE 453-3876

November 30, 1979

California State Department
of Parks and Recreation
P. O. Box 2390
Sacramento, CA 95811

Attention: Mr. James M. Doyle, Supervisor
Environmental Review Section

Gentlemen:

The Fresno County Planning Department is pleased to be given the opportunity to respond to the preliminary draft of the Millerton Lake State Recreation Area General Plan.

With respect to the Environmental Impact Element, the County's primary involvement will be its stewardship over development proposals outside the Recreation Area's boundaries. Present zoning minimizes the potential impact of development by limiting the size of new parcels to twenty acres in the Winchell Cove and McKenzie Point Areas. However, the Sierra Nevada-Sierra Foothills Plan that is the guide for development in the vicinity of Millerton Lake suggests that urban development could be appropriate provided certain criteria are met. A program to update that plan is just getting underway.

Although the Department commented to Mr. Humphrey on the Review Draft of the Preliminary Plan in September, several points in the text of the plan deserve further comment.

On Page 15, reference is made to zones of primary and secondary influence and the need for the Department of Parks and Recreation to influence or comment on development proposals in those areas. As a neighboring property owner to most privately owned parcels with potential for development in the primary zone, the Department will probably receive notification and an opportunity to comment on most proposals in the area. The secondary zone, however, appears to include the entire drainage area of the San Joaquin River above Friant Dam, an area of 1,675 square miles, of which about half is in Fresno County. This area is subject to relatively substantial development pressure, particularly in the vicinity of Auberry and Shaver Lake. Notifying the Department of Parks and Recreation might be an overwhelming task, unless such notices are limited to those requesting comments regarding environmental assessments or environmental impact reports.

California State Department
of Parks and Recreation
Page Two
November 30, 1979

The County's position with respect to the recommendations on Page 56, to consider the purchase of additional property at McKenzie Point, and on Page 69, to maintain land uses consistent with public recreational use, can be inferred from the earlier comments regarding the Environmental Impact Element.

The recommendation on Page 58, that a trail be developed connecting the La Playa Area and the South Bay, should be expanded to provide connection to two multipurpose recreation trails planned by Fresno County that meet at the intersection of Millerton Road and the Friant-Kern Canal. These trails are the Millerton Trail, between Friant Dam and Woodward Park in Fresno, and the Friant-Kern Trail along the Friant-Kern Canal between Friant Dam and Orange Cove. It could also incorporate the Auberry Bikeway, a bicycle trail that loops from the Friant-Kern Canal along Millerton Road and back to the canal along Auberry Road.

On Page 65, the comment about the road proposed in Tentative Parcel Map 3179, providing access to the Winchell Cove area, should be amended to indicate that the right-of-way for that road is now owned by the State.

Finally, with respect to the marina concessionaire's contemplation of campground development at Winchell Cove, mentioned on Page 77, such development is contingent upon the obtaining of appropriate zoning (R-E) and the required conditional use permit by the concessionaire.

If you so require, the staff of the County Planning Department can elaborate further on the County's adopted plans and policies.

Sincerely,



Richard L. Braun
Staff Analyst III

RLB:vb:eh

MILLERTON LAKE STATE RECREATION AREA GENERAL PLAN

Response to comments from the U.S. Department of the Interior Water and Power Resources Service (formerly the Bureau of Reclamation)

A notation has been made in the introduction to the document indicating the new name change of your agency.

Page 22, paragraph 6. No further resource inventories are planned at this time.

Page 24, paragraph 5. "southern" will be deleted

Page 25, 26, and 52. Change will be made in text.

Page 54. When the comfort station is closed, the Department provides and maintains chemical toilets.

Page 93, paragraph 6. See page 87, first paragraph. More specific Environmental Assessments will be prepared for specific development budget proposals.

Response to comments from the U.S. Department of Army, Corps of Engineers

Your comments are noted and will be implemented when required.

Response to comments from the California Department of Fish and Game

Page 50, Section 2.

Implementation of lake zoning designation would be on an experimental basis and tentatively such a system would probably be implemented only during peak use periods. We concur with your comments.

Page 55, paragraph 4 - Page 49, paragraph 3.

Such facilities would be supported entirely by user rental fees.

Page 69, paragraph 1, 2, and 3.

State Recreation Areas are currently the only units within the State Park System where hunting may be allowed with the approval of the State Park and Recreation Commission. It is anticipated that hunting and related activities would be an appropriate user activity in areas to be acquired in the future, which are not heavily used for other activities during hunting seasons and which have a history of hunting and related activities.

Please refer to Page 86, first paragraph.

Response to comments from the California Department of Transportation

Development proposed in the Draft Preliminary General Plan will only allow for a minimal increase in visitor use. The Plan will not where double the capacity of Millerton State Recreation Area and should have an insignificant impact upon Friant Road.

Response to comments from the California Department of Health Services

The Department of Parks and Recreation's two existing water systems at Millerton Lake now receive only simple chlorination treatment. No filtration is provided and only visual daily monitoring for turbidity is done on the Department's two systems. The third system, which is operated by the Federal Government, provides domestic and irrigation water to State facilities on the south side of the Lake. It has chlorination treatment, but not filtration treatment. The Department of Parks and Recreation will schedule funds for its two systems at Millerton Lake State Recreation Area.

Any new developments in the State Recreation Area will include proper public health protection to water consumers as the first priority of development.

For new developments, the Department will investigate the possibility of drilling wells instead of additional water intakes for domestic water as suggested in your letter.

Response to comments from the State of California, Native American Heritage Commission

These concerns are noted and will be implemented as much as possible.

Response to comments from Fresno County Planning Department

The Department's interest in the zone of secondary interest should be clarified. The Department is only concerned with reviewing proposals which are within the zone of primary interest and others that present potential impacts upon the State Recreation Area. We realize that the majority of projects within the zone of secondary interest would be of little concern to us.

Page 56, 58, and 69

The recommendation regarding trail development in conjunction with trails planned by Fresno County will be considered, although the Department's proposed trail from the South Bay to the La Playa area is planned to provide in-unit access only. Connections with county trails must consider unit entrance requirements and connections with the entire transportation network.

Page 77

The Department is aware that any development proposed outside the unit by the marina concessionaire is subject to compliance with county regulations.

Other comments, which are less substantial have been noted and will be reflected in the Final Environmental Impact Report.

MILLERTON LAKE STATE RECREATION AREA --
CORRECTIONS AND CLARIFICATIONS TO GENERAL PLAN

Page 12 --

Change heading, "Resources Having Less Than Statewide Significance," to:
Other Significant Resources."

Page 31 --

Eliminate phrase, "...that Grange Grove be Kianu Grove,..."

Page 42 --

Replace paragraphs 7 and 8 with:

"The number of existing primitive and developed campsites is generally adequate to accommodate the present level of visitor demand, but their conditions require redesign. The campsites do not meet current development standards, are inadequate, and suffer from overuse. Erosion is also evident at several locations."

Page 49 --

Add new 3rd paragraph (above "Boating Use"):

"The department will also pursue use of the proposed federal building at Friant Dam for joint administrative use, and will investigate the possible use of part of the Millerton Courthouse for these purposes."

Change last sentence on page:

"1. A counter-clockwise power boat traffic pattern for the main lake...,
etc."

Page 57 --

Under "South Bay Entrance Area," change 2nd recommendation to:

"Remove storage area"

Page 63 --

Under "Proposed Interpretive Priorities," eliminate first phrase of point a, "Revitalize the Millerton Interpretive Association, and..."; capitalize "Develop."

Page 65 --

Add sentence to 9th paragraph:

"In addition, use of public transit will promote conservation of fossil fuel."

Under "Water," after 1st paragraph, add:

A December 21, 1979 letter to Guter A. Redlin (Department of Health Services) from James H. White (DPR) summarizes the current condition of existing water systems at Millerton Lake. It also states the Department's plans to upgrade those systems and intentions in regard to any new development. The following is an excerpt from that letter:

"The Department of Parks and Recreation's two existing systems at Millerton Lake now receive only simple chlorination treatment. No filtration is provided and only visual daily monitoring for turbidity is done on the two state park systems. The third system, which is operated by the Federal Government, provides domestic and irrigation water to state facilities on the south side of the lake, has chlorination treatment but no filtration.

"The Department of Parks and Recreation will schedule \$80,000 in its 1981-82 Minor Capital Outlay program to provide filtration for one of its existing systems and \$100,000 in 1983-84 for the second system.

"The Department of Parks and Recreation has, since 1976, been bringing its existing water systems 'up to code' at about four projects a year. Most of the high priority work has been as units receiving their water from streams or springs."

The implementation recommendations are prioritized according to area. As plan implementation occurs in each area, any new developments in the State Recreation Area will include proper public health protection to water consumers as the first priority of development.

For new developments, the Department will investigate the possibility of drilling wells instead of additional water intakes for domestic water.

Change heading, "ARCHITECTURAL DESIGN CONCEPTS," to:

"ARCHITECTURAL AND ENERGY DESIGN CONCEPTS."

Add fourth point under above heading:

"All facilities will be designed to conserve water.
(Also see TRANSPORTATION, Page 65.)"

Change last paragraph, second sentence, to:

"Establish a sewer system or connect into another sewer system."

This general plan has been prepared by:

The Development Division:

Richard L. Humphrey
David L. Allan
Alan Tang
Court Tanouye
Deborah Weldon
John Cochran

Project Manager
Project Associate
Assistant Landscape Architect
Assistant Landscape Architect
Assistant Landscape Architect
Assistant Landscape Architect

The Resource Preservation and Interpretation Division:

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Project Coordinator
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James P. Tryner, Chief

Frederick A. Meyer, Supervisor
Francis A. Riddell, Supervisor
John H. Knight, Associate Director
William J. Reinhardt, Area Manager
Theodore A. Wilson, Superintendent

Supervising Landscape Architect
Development Division
Resource Preservation and
Interpretation Division
Natural Heritage Section
Cultural Heritage Section
Operations Division
Millerton Lake Area
District 3 Headquarters

WITH THANKS TO:

The many citizens who have helped guide this plan through participation in planning workshops, meetings, correspondence, and interviews.

Individuals with federal, state, county, and local public agencies who have cooperated in preparation of this plan.